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## Volume 4. Aircraft Equipment and Operational Authorizations

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### CHAPTER 4. MINIMUM EQUIPMENT LISTS (MEL) AND CONFIGURATION DEVIATION LISTS (CDL)

#### SECTION 6. CONFIGURATION DEVIATION LISTS

**1207. GENERAL.** This section contains information for aviation safety inspectors (ASI) concerning the development and approval processes of configuration deviation lists (CDL). Aircraft certificated under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 25 and Civil Air Regulations (CAR) 4b may be approved for operations with missing secondary airframe and engine parts. Approval for operating with these parts missing would be authorized by the appropriate aircraft directorate, under an amendment to the type certificate. Evaluation and approval of CDLs are functions of the aircraft certification office (ACO).

**1209. DEVELOPMENT AND APPROVAL OF A CDL.** An aircraft manufacturer develops a proposed CDL for a specific aircraft type and submits it to the responsible ACO for approval by engineering specialists. The ACO will then coordinate with the appropriate aircraft evaluation group (AEG) to resolve any problems and discrepancies prior to approving the CDL. For U.S.-certificated airplanes, the CDL, once approved, is incorporated into the limitations section of the airplane flight manual (AFM) as an appendix. For manufacturers outside the U.S., the CDL may be a stand alone document and part of the Structure Repair Manual, or another manufacturer's document. Some operators may choose to attach a copy of the CDL to their MEL for easy and ready reference by flightcrews.

**1210. OPERATOR PROCEDURES.** Operators should establish a standard procedure for advising its flight crewmembers and concerned maintenance personnel of an airplane's status when a flight is to depart with a missing part on the CDL and/or inoperative equipment on the MEL along with the conditions and limitations that apply. Service experience has demonstrated that the operator's MEL proce-

dures are capable of addressing aircraft operations with MEL status and limitations. These same MEL procedures may also be used for addressing an aircraft's CDL status and limitations. This includes operator procedures to provide the flight crew with further elaboration of the item by application in the airplane flight log and dispatch papers. Regardless of the operator's procedures, this policy does not alleviate the operator from informing all applicable personnel of the associated limitations as contained in the CDL appendix to the AFM.

**1211. USE OF THE CDL.** Operators must follow the CDL limitations when operating with a configuration deviation. Operators are required to observe the following:

- The limitations in the CDL when operating with certain equipment missing (except as noted in the appendix to the approved flight manual)
- The flight operations, restrictions, or limitations that are associated with each missing airframe and engine part
- Any placard(s) required by the CDL describing associated limitations, which must be affixed in the cockpit in clear view of the pilot-in-command (PIC) and other appropriate crewmembers

**1213. OPERATIONAL CONTROL.** The principal operations inspector (POI) must ensure that the operator has developed appropriate procedures for the PIC and, if appropriate, procedures for notifying dispatch of the CDL missing parts by an appropriate notation in the aircraft logbook or other acceptable means.

**1214.-1250. RESERVED.**

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